

TERMS OF THE TRIBUNE.

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TO-DAY'S AMUSEMENTS.

THEATRE-Grandstand street, between Madison and Dearborn. John Dillon in three plays. Afternoon and evening.

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For No. 3. Live hogs were in good demand, and ruled steady at \$4.75 to \$5.00 for inferior to extra. Cattle were more active, without change in prices.

Senator Morrill, of Maine, also, is "too hard-worked" to be able to take the Chairmanship of the District of Columbia Investigating Committee. He is the fourth Senator that has declined the place. It begins to look as if it was known behind the Senatorial scenes that there was some disagreeable work, and a good deal of it, to be done by that Committee. Senator Sherman, who has not been too busy to do all he could to prevent the investigation, takes advantage of this Chairmanship dead-lock to propose that the Senate reconsider its appointment of the Committee, and leave the matter to the House of Representatives. His motion will be considered Monday.

We publish this morning a letter from Mr. W. W. Everts, Jr., in reply to the charge of slander made against his father by the Executive Committee of the University. He reviews the arguments of the Committee in rebutting Dr. Everts' charges, and declares that they really dodge the matter at issue. Additional proof is cited that Dr. Burroughs took sham subscriptions, and a mass of evidence is brought to sustain the allegation that his accounts were so loosely kept that they had to be "jumped" by the Board of Trustees. A portion of the letter is devoted to appraising the merit of the establishment of the University among others than Dr. Burroughs, and Dr. Everts is given a generous share of this credit by his son.

If there are any persons who are still skeptical in regard to the advantages which Chicago enjoys for building up a direct foreign trade, they will be astonished to learn that the direct shipment of grain for the last year, not including flour, amounted to more than 1,500,000 bushels, as shown by the books of the British Consul in this city. This amount does not comprehend, of course, all the grain shipped to Liverpool from Chicago, but only that which was billed through this point and did not require any further official attention. With this showing before us at the present time, the future possibilities of Chicago in this direction, when there shall be adequate through-water communication with Liverpool, furnish substance for the most extravagant speculation.

Very general regret will follow the announcement that Mr. Edwin Booth has become a voluntary bankrupt. His liabilities are about \$200,000, and his assets reach one-third of that amount. The failure is attributed to the mismanagement of his brother, who has had charge of his theatre in New York, and by introducing trashy plays of the modern school, wasted the great popularity which Edwin had brought it. While devoted to the Shakespearean revival, under the brilliant direction of the greatest of Shakespearean delineators, its dramatic and pecuniary success was very great. This result shows that the popular taste is higher and purer than managers generally seem to believe, and that the best drama pays the best. Mr. Edwin Booth is credited with the ability to make about \$80,000 a year by acting, and it is to be hoped that, like Sir Walter Scott, he may retrieve, by his genius and personal exertions, the disaster which has come upon him from no fault of his own.

Rafferty's case takes on a new interest this morning from the fact that he has given to a reporter of The Tribune his version of the killing of O'Meara, which we print elsewhere. This is the first full statement he has ever made for the public. He claims that he saw the warrant served on him, and took particular note that it was not filled out with any name. Then, he says, the two officers pounced upon him, O'Meara beating him with a slung-shot, while he himself used the end of his revolver in the same way. He alleges that the shooting occurred after Officer O'Meara commenced striking him with a slung-shot. Immediately after the shooting, according to his version, Officer Scanlan ran out of the door. When Rafferty rushed out he encountered Scanlan, pushed him against the bar-barrel in front of the saloon, and made good his escape for the time being. This is the story of a man sentenced to be hanged in a little less than three weeks from now.

While unthinking persons draw the conclusion from the universal destruction of the great Chicago fire that it was useless to attempt the erection of fire-proof buildings, there were those who saw therein the urgent necessity for renewed efforts in this direction. Mr. Foster Palmer was one of the latter, and he had the reward of his good judgment one evening this week when a fire broke out in the upper-story of the Mansard roof of his new hotel. The porter had heaped soft coal on a grate fire in a room which was afterward locked. Either sparks or a burning coal ignited the carpet, and the fire communicated to the floor and the walls. The occupants of the room being absent, the first intimation of a fire was the noise of cracking walls; but even then fire was not suspected. It is estimated that it was three hours after the fire caught before the door was burst open. Yet it had made no headway beyond burning the carpet and woodwork, and charring and cracking the walls. This is the result of brick arches and iron girders, with cement for floors, and hollow brick and hard plaster for partitions. In this one instance, they may have saved ten times the difference in their cost over the ordinary floors and partitions throughout the house.

The following petition is being widely circulated and signed throughout the country by those who are opposed to the visionary scheme now before Congress for infating the currency:

To the Honorable the Senate and House of Representatives of the United States in Congress assembled: Your petitioners, merchants, bankers, farmers, and other citizens, respectfully represent that they view with alarm the propositions before Congress for increasing the volume of the United States notes. They believe that any additional issue of paper money by the Government would be most injurious to the interests of the nation.

The country is now suffering, and has been suffering for the past twelve years, great loss and inconvenience arising from an irredeemable currency. Values of all kinds of merchandise and other property are continually fluctuating, owing to the constantly changing price of gold, and thus no certain calculation of prices can be made by producer or consumer. Speculation of all kinds is stimulated by an irredeemable currency, and the minds of the nation are demoralized and rendered unfit for the pursuit of steady industry.

Your petitioners beg leave to represent most earnestly that a resumption of specie payments at the earliest practicable time is imperatively required by the true interests of the nation, and they most respectfully deplore the issue of any more legal-tender notes, as such a proceeding would be understood as postponing indefinitely a return to a sound financial condition; and your petitioners further pray that the grounds already named on of the resumption of specie payments be speedily acted upon.

It is a singular fact that while the Republican Congressmen from the Western States are largely in favor of the policy of inflation, the Republican press, and presumably their constituents, are almost unanimous in their opposition to it. The exceptions in the press of either party are very rare. Great good would result from the general presentation of such positions as this to Congress, which evidently means a good deal of light concerning the views of the people, particularly in the West, on the currency question. Let those who can do no more circulate copies of the above and forward them to their representatives in Congress.

THE IRON AND STEEL MEN.

The Iron and Steel men have been in session at Philadelphia for several days for the special purpose of getting an increase of the tariff or preventing any reduction of the present scale of duties. They propose to memorialize Congress to repeal the act passed in 1873 reducing the duties on imported steel and iron 10 per cent. They have, however, other bolder objects in view. Among the resolutions proposed in the Convention was one relating the mutual dependence of railroads and iron-makers, and directing the appointment of a committee to consider whether the iron-makers can do anything to develop new railroads and cheapen the cost of their construction. They had previously stated that the expenditure for iron is about one-third of the cost of construction and equipment of railroads. Another resolution was offered declaring that the general policy of subsidizing "national railroads" had been beneficial, and advising that such further aid be extended to the unfinished lines as will insure their completion. The meaning of these propositions cannot be mistaken. The wild and reckless system of railroad construction followed for several years past was the main cause of the recent financial panic. The country was flooded with railroad bonds and stocks; the money of citizens was loaned out by banks to speculative construction companies, and the result was a financial collapse that has affected every branch of trade and industry in the country. These Credit Mobilier corporations have absorbed the circulating capital of the country to an enormous extent, and now that the public will lend no more money to them, Congress is asked to do so. The policy of subsidizing "national railroads" has been anything but encouraging. The Government has given away for this purpose many millions of acres of public land and \$44,000,000 of national bonds. Foremost among these is the Union Pacific Company, the managers of which placed \$27,000,000 in their own pockets, where they thought it would do the most good. The Central Pacific Company's operations have been of the same sort. The Northern Pacific Railroad and the Texas Pacific Railroad fortunately failed to get any money subsidy. They both pass through a desert and a wilderness, and one of them in a region where the civilized white man will never live. Both concerns are bankrupt. Both are owned chiefly in Pennsylvania, and both are largely in debt to the iron-makers. Of course these iron-makers would rejoice if Congress would vote Jay Cooke \$50,000,000 to finish the Northern Pacific Railroad, and as much more to Tom Scott to build his road through Texas and Arizona.

Instead of granting new subsidies to the Pacific or any other railroad, Congress should be left to collect back what has already been paid. The whole grant of bonds to these roads was \$64,000,000, of which \$27,000,000 was to the Union Pacific and \$37,000,000 to the Central Pacific. Up to the 31st of January, 1874, the United States had paid for interest on the loans to these two Companies over \$18,000,000, of which had received in transportation \$5,500,000, leaving \$12,500,000 of back interest still due from the two Companies. The Central Pacific Company has outstanding debts equal to the value of its roads, and has capital stock to the value of \$100,000,000 divided among its managers. It is now paying dividends upon this fictitious stock, and refuses to pay interest on the bonds loaned to it by the Government. The Union Pacific Company, notwithstanding the road was built by the money obtained from the Government, has other bonds outstanding, and has also \$30,000,000 capital stock—no water. Its gross receipts have not reached \$1,000,000 a month. It is the duty of Congress to require these Companies to pay not only their current interest, but also to commence liquidating the arrearages. The accrued and unpaid interest due from these Companies amounts to more than one-fourth the principal. They owe altogether nearly \$38,000,000, which is increasing at the rate of \$2,500,000 a year. At the end of the thirty years it will equal, if not exceed, the whole value of the property, and is secured only by a second mortgage. After the expiration of the thirty years the road may be taken by the holders of the first-mortgage bonds and the Government left in the lurch.

The iron and steel makers, who for twelve years have been receiving an annual bonus from the American people, are, of course, in favor of the most liberal subsidies to the two other railroads which have been overtaken by bankruptcy, and whose dishonored obligations are scattered all over the country, and largely endorsed by the iron and steel makers themselves. But Congress does not represent Jay Cooke and Tom Scott; nor does it represent the Union and Central Pacific Railroads; it represents the people, whose interests demand that they be no more subsidized, and that the companies to whom such subsidies have already been granted shall be compelled to pay the fourteen and a half million dollars of interest now past due.

A DELICATE PROBLEM.

Were it not for the demonstrations of the "International" in Chicago, New York, Louisville, Cincinnati, and other places in this country, the American people would scarcely have given a thought to one of the greatest movements of the day—the springing of the mechanism and laborers against their employers, and their demand for a fundamental alteration in the relations, if not indeed for the doing away of all distinction, between them. The International, fourth estate, or proletariat, call it what you will, feeds itself strong in the nineteenth century, and particularly in those countries where universal, or quasi-universal, suffrage obtains; and where, therefore, numbers are power. They know their numbers, and thus measure their influence.

It is well, however, that the attention of the American people has been called to the movement. It is well that there have been Socialistic and International meetings in Chicago, New York, and elsewhere, if they only teach us to beware lest we run in our hands a weapon which may bring liberty and civilization to death. Properly shall be withdrawn again as speedily as possible.

It is a singular fact that while the Republican Congressmen from the Western States are largely in favor of the policy of inflation, the Republican press, and presumably their constituents, are almost unanimous in their opposition to it. The exceptions in the press of either party are very rare. Great good would result from the general presentation of such positions as this to Congress, which evidently means a good deal of light concerning the views of the people, particularly in the West, on the currency question. Let those who can do no more circulate copies of the above and forward them to their representatives in Congress.

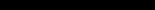
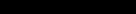
The Iron and Steel men have been in session at Philadelphia for several days for the special purpose of getting an increase of the tariff or preventing any reduction of the present scale of duties. They propose to memorialize Congress to repeal the act passed in 1873 reducing the duties on imported steel and iron 10 per cent. They have, however, other bolder objects in view. Among the resolutions proposed in the Convention was one relating the mutual dependence of railroads and iron-makers, and directing the appointment of a committee to consider whether the iron-makers can do anything to develop new railroads and cheapen the cost of their construction. They had previously stated that the expenditure for iron is about one-third of the cost of construction and equipment of railroads. Another resolution was offered declaring that the general policy of subsidizing "national railroads" had been beneficial, and advising that such further aid be extended to the unfinished lines as will insure their completion. The meaning of these propositions cannot be mistaken. The wild and reckless system of railroad construction followed for several years past was the main cause of the recent financial panic. The country was flooded with railroad bonds and stocks; the money of citizens was loaned out by banks to speculative construction companies, and the result was a financial collapse that has affected every branch of trade and industry in the country. These Credit Mobilier corporations have absorbed the circulating capital of the country to an enormous extent, and now that the public will lend no more money to them, Congress is asked to do so. The policy of subsidizing "national railroads" has been anything but encouraging. The Government has given away for this purpose many millions of acres of public land and \$44,000,000 of national bonds. Foremost among these is the Union Pacific Company, the managers of which placed \$27,000,000 in their own pockets, where they thought it would do the most good. The Central Pacific Company's operations have been of the same sort. The Northern Pacific Railroad and the Texas Pacific Railroad fortunately failed to get any money subsidy. They both pass through a desert and a wilderness, and one of them in a region where the civilized white man will never live. Both concerns are bankrupt. Both are owned chiefly in Pennsylvania, and both are largely in debt to the iron-makers. Of course these iron-makers would rejoice if Congress would vote Jay Cooke \$50,000,000 to finish the Northern Pacific Railroad, and as much more to Tom Scott to build his road through Texas and Arizona.

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VOLUME 27.

REAL ESTATE

TO MANUFACTURE

SHEEPFELD, LAKE COUNTY

At the State Line, **FOURTEEN**
THE HEART OF CHICAGO
Lake Michigan, the proposed
WOLF RIVER, forming, with
South Chicago, a harbor **EIGHT**
CUTT, with two entrances, dykes
and Lake system, arrangements be
plotted, the proprietors are pre-
pared, and put to market early the
entire magnificent tract of

EIGHT THOUSAND

lying between the shore of
Grand Calumet River, at the State
and Wolf Lake and Lake George, of

Twenty-three Miles W

Comprising the Italian half of
LAKE SYSTEM, the national
utility of which were recognized
have only been recently utilized
only accidental enterprises of the
the immediately adjacent neighbor-
hood side of the boundary line.

The tract to be known as Sheffield
arises by the enhancement of its
facilities for **MANUFACTURING**
and **GENERAL BUSINESS**
situated in relation to the Cal. River.

The great national impetus of the
will be appreciated from a glance
but the proprietors are preparing to
Lake and Outlet from the special de-
Cal. D. C. Rowan, C. & T. P.
Secretary of War in November,
Manufactured presented by the county
citizens of Lake County, Illinois,
new line tracks and the State officers
which Memorial the measure is now
a survey and estimating the cost of
The tract is crossed in its entire
by Michigan Southern and
Wayne & Chicago Railways. The
A Ohio Railroad is now being graded
will reach Chicago this summer.
Railway will also be opened in season
and Central Railroad passed only a
of the tract, giving it thus the advan-
tage of half of railway crossing the
distance of half an hour's train from
Other railroad features of advantage
owed, is also offered this season this
railway system of Central and Great
A Grand Railroad Roadway from
Chicago to South Chicago, has been
has on where the Commissioners of
this spring to erect a Bridge over the
This highway will be extended some
southward in an all-wise to the county
main in Chicago, so be extended
the county.

It is believed that these features
the great national adaptability of the
appreciated by all who have in their
or establishment of

MANUFACTURING ENTERPRISE

VICINITY OF CHICAGO

The attention of all men is invited
pledge that such an enterprise in
Incorporated in the original form
Every facility will be offered to the
and examine these lands, will do so
by Dummy-Train from Chicago to
large of heavy access by the three
lines along the lake shore.

The work of survey has been
the Engineers, with a view to ascer-

THE BEST FOR BUSINESS

Which will be completed and in
Refined Quality Land Sale in the
Manufacturers will do well to
Refined in reference to the Manu-
of Indiana, the Cross of Lake Erie
the Lakes, and the Railroad of the
country.

Attention of all parties seeking
Ministry, called to THE GREAT
FAXES OF INDIANA
three of Cook County, Ill.), while
the most accessible suburb of Chicago
The Land in Tracts and Lots
FIVE YEARLY PAYMENTS
CENT INTEREST.

Arrangements have been made
RIGGS Gate of Hart & Richmond
Harrow's Block, No. 120 Dearborn
attention to the development and
Advances will certainly be made
unimproved suburban locality
Farm, for homes, or for investment
of the tract at Sheffield property
and **ACRES** from the former
tract features.

The title to the entire area is
VEYANCE, but two remain to be
satisfactory to all investors

A CLEAN, OR SHAPE

The maps, plans, or information
manufacturing interests, or show-
ing, by letter or in person, J. H. H.
the Sheffield Association.

HENRY
Harrow's Block

Chicago, Feb. 5, 1894.

Farm for

CHOICE, containing **ACRES**
GOOD orchard, in
and it is situated in
about 10 miles from
Chicago, with a
and city property.